

home, some ten squares on Thursday night, in
a delicious fit.

fire, Ky.
Office on Jefferson
staircase.


July (Successors to D. T. Randall, 440 Mar

AND W BUCHANAN & C

00. Sale by [36] WALLACE, POPE & CO

ja27 CURD & CO.

1895 0001 1228



TRANSPORTATION.

New Albany and Salem R. R. Co.

LOUISVILLE TO CHICAGO \$7.
TRAINS LEAVE NEW ALBANY
 daily (Sundays excepted) at 2:30 a. m., running di-
 rectly through to Chicago, connecting there with all
 trains for the west and north-west, leaving there on
 evening.
 This train connects at Green-castle with Trains
 Terre Haute and Richmond Railroad for ST. LOUIS,
 making the SHORTEST QUICKEST AND CHEAPEST
 route to that point. Connects also at Michigan C.
 with trains of Michigan Central Railroad for Detroit.

Union, St. Louis, St. Paul, and all eastern cities.
 Tickets to all the principal points East and West may be had at the office of the Louisville and Fort Le
 Railroad Co., 562 Main street.
 Passengers by leaving their names there will be called
 for in any part of the city without extra charge.
 JOHN B. ANDERSON, Superintendent.
 N. STEVENS, General Ticket Agent.

Louisville and Nashville R. R.

ON AND AFTER WEDNESDA
 the 10th inst., the passenger and freight trains
 leave the Depot at Louisville at 6 o'clock, A. M.,
 for the station of the Western

thence up the Lebanon branch to Boston. Return
leave Boston at 1:35 p. m., and arriving in Louisville
at 6 o'clock p. m.
All persons heretofore shipping to the Rolling P
Depot are requested to ship to the junction or to t
ion (des). JAS. F. GAMBLE, Sup

**Great Northern, Eastern and Western
RAILROAD ROUTE**



VIA
JEFFERSONVILLE RAILROAD.

Shortest, Quickest, and Most Direct Route
Indianapolis, Lafayette, Chicago, De-
Kalens, Rock Island, Burlington, Cin-
cinnati, Cleveland, Buffalo, New York, Bos-
ton, Pittsburgh, Baltimore, Washington, Phila-
delphia, Terre Haute, Vincennes, Evansville,
Cairo, Springfield, St. Louis, &c.

THE JEFFERSONVILLE ROAD
This road is laid with heavy T rail and well built
and is well stocked with superior Locomotives and
has every facility for making quick time and
connections. It is the shortest route, by 25 miles
over Louisville, Chicago, and is the only line
from Memphis to the East.

Two Trains daily (Sundays excepted) to Indianapolis.—**FIRST TRAIN.**—Indianapolis excepted, to Cincinnati, leaving Chicago at 11:15 a. m., and arriving at Indianapolis at 6:15 a. m., and makes a direct connection with the L. & N. and Indianapolis and Chicago express, leaving Indianapolis at 7:15 a. m. for Lafayette, Chicago, St. Louis, St. Paul, and Minneapolis. **Second train** for Terre Haute, St. Louis, etc.; with the L. & N. and Bellefontaine, and the Indiana Central roads, leaving Chicago at 10:15 a. m., and arriving at Indianapolis, Cleveland, Buffalo, New York, and Boston, at 6:15 a. m.

SECOND TRAIN.—Cincinnati Express will leave Chicago daily 7 a. m., and arrive at Indianapolis at 11:15 a. m., making close connection with trains for St. Louis, St. Paul, and Minneapolis, and Cincinnati, Hamilton and Dayton roads for Columbus, Dayton, Cleveland, Dunkirk, etc.

THIRD TRAINS—Leaves Jeffersonville at 3 p. m. arrives at Indianapolis 5:30 p. m., connecting the evening with the Indianapolis and LaCrosse and the Indianapolis Railroad for the North, the Terre Haute and Richmond Railroad for the West, the Indianapolis and Bellefontaine and Indiana C. & N. W. for the East.

Time from Louisville via Jeffersonville Railroad
Indianapolis, 4½ hours;
Cincinnati, 5½ hours;
Lafayette, 7 hours;
Terre Haute, 8 hours;
Chicago, 13 hours;
St. Louis, 17 hours;
Cleveland, 18 hours;
Buffalo, 21½ hours;
New York, 26½ hours.

Boston, 60 1/2 hours;
 Pittsburg, 10 1/2 hours;
 Philadelphia, 20 1/2 hours;
 Wheeling, 10 1/2 hours;
 Baltimore, 3 1/2 hours;
 Washington, 3 1/2 hours
 New-York-City, 1 1/2 hours.
 Baggage checked through
 to Indianapolis and Cincinnati.
 FREIGHTS by a convenient arrangement with
 L. R. K. Co., a well-known company, who
 have their own Locomotives, Cars, and Coaches, run
 to Indianapolis, over the M. & E. R. R. from ad-
 vantage, which greatly facilitates the transportation of freight.
 The attention of merchants shipping freight
 to and from East is called to this route, and the advantages
 offered.
 For through tickets and all information in re-
 spect to freight, apply at the office, 362 Main street, Long
 Island City, N. Y.

sonville. A. S. CROTHERS, S
P. E. SICKLER, Master of Transportation.
Louisville and Frankfort and Lexington
Frankfort
RAILROADS.

WINTER ARRANGEMENT FOR 1896 AND
THREE DAILY PASSENGER TRAINS—SUNDAYS EXCE
ON AND AFTER WEDNES
Nov. 19th, 1895, trains will run as follows:
FIRST TRAIN—Leaves Louisville at 7 o'clock

SECOND TRAIN leaves Louisville at 2:30 p. m. for Holston, Lexington, Lexington, and all stations East of Lagrange, and at Lexington at 7:15 o'clock, P. m., connecting

THIRD TRAIN (Accommodation).—Leaves Louisville at 3:55 o'clock, P. M., stopping at all stations arriving at LAGRANGE at 5:50 o'clock, P. M. Returns to LAGRANGE at 7:00 o'clock, P. M., stopping at all stations, and arrives at Louisville at 9:00 o'clock, P. M.

Freight trains leave Louisville at Lexington morning, daily, Sundays excepted.

For about 25 per cent of the fare, a second 25 per cent is allowed for tickets.

For any further information, please call at the corner of Brook and Jefferson a street, Louisville, Ky. 40202. Supt. Loh. & F. and Loh. & F. Gl. Co. Inc. 1017

The Shortest and Most Direct Route East From Louisville.

CENTRAL AND

Baltimore and Ohio Railroad

BEING THE ONLY ROUTE
which through tickets to
WASHINGTON CITY
can be procured, to which point, as well as to
BALTIMORE,
it is the **SHORTEST, MOST DIRECT,** and, in
respect, the most reliable route. It is the only
by which purchasers of through tickets to
NEW YORK
are enabled to reach the cities of
BALTIMORE,
PHILADELPHIA,

at the cost of a ticket to New York only, thus enabling business men and travelers from overseas or inland to visit four of the principal cities in the United States that can be afforded by any other route.

In addition to these great advantages, the management of the railroad offers the following benefits offered to travelers and tourists: the management of trains on this route must not sight of; added to which the grandeur of the scenery, to be met with in traversing the B. & O. Railroad, are such as are afforded by a line of travel in the world.

THREE DAILY TRAINS.

PASSENGERS GOING EAST from Louisville proceed by the U. S. mail steamers to Cincinnati; there take the railroad to connect with this

may leave Louisville by the Jeffersonville Railroad, and in time to connect with either the 10 A. M. or 6 P. M. train of the Little Miami Railroad for Columbus, connecting there with the Central Ohio Railroad through Newark and Zanesville for the Cincinnati and Cleveland, or, if desired, for the connection with the Baltimore and Ohio, made direct. By the Express Train of this route time from Cincinnati to Baltimore is but 2½ hours.

Baggage checked through from Cincinnati to most of the Washington City.

Passengers should be particular and inquire for the "COLUMBIAN WHEELING" as a special route on ticket through Baltimore or Washington to New York, their representations to the contrary notwithstanding.

☞ Fare as low as by any other route.

FOR THROUGH TICKETS—Apply on board S. Mall steamers, which leave Louisville every day or at intervals of two days for Louisville, New Orleans, or at other points. For Little Miami Railroads, or via Indianapolis, 1 and Xenia; and in Cincinnati, at the office of the Cincinnati and Northern Ohio second-class office of Vine street; No. 17, Gilson House. Builders' old office, Southeast corner of Broadway and streets. **OPPOSITE** the Spencer House, or at the corner Little Miami Railroad, at Front street. Passengers leaving Louisville, on Sunday, arrive in Band and Washington City on Monday morning at 10 o'clock. Twenty-five cents extra, and in Philadelphia and New York *After hours* in advance. See day edition.

To obtain the advantages of this route, be present and ask for tickets via **WHEELING**, and

At Wheeling, or Benwood, four miles below
ing, the passenger takes the superior cars of the
and Ohio Railroad, which leaves Baltimore
daily at 7:30 a. m., 4:30 p. m. and 10 p. m.—for
more, Washington, Philadelphia, and New York
country and the connections to all points, East
South. For safety, beauty and comfort, the
and general comfort, this road is second
none in the United States.

THE BALTIMORE AND ANNE ARBOR RAILROAD has the largest equipment of any
road in the country. The company is now
to do an immense business in the transportation of
which are carried with care and dispatch, and
as low as those of any other first-class line. The
same-line is the only one that runs through the
streets of Baltimore, with the Railroad to Philadel-

and New York: steamers of Ericsson and B.
Soushiu Company's Lines, by Canal and Sea
New York and Boston; steamers to Norfolk, Ches-
Savannah, etc.

For particulars, see freight tariff, copies of
may be had of any of the Forwarding Houses
West.

WM. S. WOODSIDE, Master of Transpor-
tation, Baltimore and Ohio Rail-
road, JOHN M. SHA-
General Western Agent